



c.26.44: trams

Note: many of the references come from two publications

[P]: Pennick, N. Trams in Cambridge. 1983

[Sw]: Swingle, S.L. The Cambridge Street Tramways. 1982

1888

Tramways Company announce record profits [Sw.14]

1888

Talk of steam tramway from Cambridge to Histon [P.10]

1890

Tramways Company dispute with Council over area of road they are to maintain [Sw.15]

1892

Tramways agree annual rental of £325 for 25 years for repair of road, confirmed in Cambridge Street Tramways Act [Sw.15]

1894

Tramways profits boosted by Royal Show held in Cambridge [Sw.15]

1895

Tramways propose viaduct road from Trumpington Road across meadows to Newnham [Sw.16]

1896

The Cambridge Omnibus Company introduce horse-buses on routes between Railway station, Chesterton Rd & Huntingdon Road; the Cambridge Street Tramway Company also start horse buses in opposition [S.1, Sw.17]

1897 03 04

Trams & buses, p2

1897 05 20

Watering tram lines, p3

1897 09 02

The meeting of the Cambridge Street Tramways Company were told that they had been very unfortunate with their horses. Two had been lost through death. Worse still - these troubles never came singly - they had had influenza right through the stables; but thanks to the veterinary surgeon they had no loss from that and the experts considered now that the horses were better for the influenza. If that were so they must be very different to human beings.

1898 02 22

Bus and tram assault, p3

1898 03 02

Tramways Company consider electrification of trams proposals by British Electric Traction Co., ask for new lease from Council who commission report [Sw.18,P16]

1898 06 14

The Cambridge surveyor gave particulars of what the council propose to do to the roads. From Station Road to St Andrew's street it was proposed to lay Australian "Jarrah" hardwood blocks in the whole of the carriageway. These blocks would also be laid between the tramlines. In Corn Exchange Street the paving was now granite, very rough, large setts being used. They had been put down probably 30 or 40 years. It was now proposed to substitute the wood blocks.

1898 08 11

At the general meeting of shareholders of the Cambridge Omnibus Company there was no exuberant spirit of jubilation. In fact, the company seems to have fallen on bad times. Trading for the year had resulted in a very considerable loss. In September an unfortunate accident occurred to one of the company's vehicles, injuring several persons more or less severely. They had the misfortune to lose by death nine horses. One thing that had swelled the amount of loss was the state of the roads. It must be patent to everyone that the roads were very destructive to the wheels, more particularly the main streets where there were tram lines.

1898 09 19

On Saturday morning the horses attached to a heavily laden Omnibus, going to Cambridge railway station, stopped short and refused to budge after drawing the vehicle right across the tramway. A tramcar was close behind, and was also full of country folk leaving to catch their trains and, of course, had to stop also. Full five minutes elapsed before the unruly steeds could be induced to resume their journey, during which period many of the passengers decided to alight and resume their journey on foot

1898 11 09

Sir - If it be true that the tramway company are anxious to adopt electric trams, I trust the council will be very careful not to allow our narrow and dangerous streets to be made still more dangerous by unsightly overhead wires and posts, or by the death-trap known as the underground current. In these days of motor cars, buses etc it is unnecessary to pull up our roads again as surely a good service of motor omnibuses would answer every need. If not, why not adopt the system of gas trams? – A Ratepayer CDN 1898 11 09

1899

Valuable tram horse breaks leg because of tramrails, considerable problems caused by the lines in the road, further problems due to subsidence caused by new sewage works [Sw.17]

1899

Council apply for powers to municipalise Tramways Company, ratepayers reject proposal

1899 03 02

Next year the lease under which the Cambridge Tramways Company has the use of the streets expires. They have entered into negotiations with the British Electric Company for the sale of their undertakings. Subject to the Town Council giving its assent a sale has been arranged. They will introduce electric trams and considerably extend the present system of tram lines. 1899 03 02

1899 03 21

Weather of a wintry character was experienced in Cambridge when a heavy snowstorm of upwards of two hours duration entirely changed the aspect of things and everything is now wearing a mantle of snow, some to a depth of eight inches. The tramways were forced by the state of their lines to suspend their service and ordinary vehicular traffic was rendered extremely uncomfortable, if not dangerous. Corporation employees were soon dispatched in all directions with shovels, brooms and carts to clear the principal streets.

1899 11 02

Tram to Chesterton, p4

1900

1900

First fatal accident on tramway [Sw.19]

1900 09 12

The Cambridge Omnibus Company and the Tramways Company have entered into an arrangement whereby the Omnibus Company is to leave the whole of the trams route free for the Tramways Company. They in their turn will withdraw all their one-horse 'buses, thus leaving to the Omnibus Company all parts of the town not covered by the tram lines. The arrangement comes into operation on Monday next 00 09 12 [Sw.18]

1900 10 06

Sir – I see that several shareholders of the Tramways Company suggest that small buses only should be allowed to run between Cherry Hinton and the Market. If it means that we are to fold and squeeze ourselves up like figs into the wretched boxes that we hoped had long since been turned into firewood the company has reckoned without their hosts. We have had enough of the stuffy snail-paced coffins and if the company can do no better we are ready to start a couple of rattling good two-horse buses of our own – G. Bland.

1900 12 24

A Corporation employee descended beneath the surface of the road in St Andrew's Street, Cambridge, with a candle in his hand and approached the gas main running under the tramlines. This pipe contained a leakage, and a quantity of gas was escaping. The flames of the candle caused the escaped gas to explode and flames shot up out of the cavity in an alarming manner. The employee arrived at the surface little the worse for his experience. Traffic was suspended for some time until the leakage was repaired.

1901 05 02

The annual meeting of the Cambridge branch of the R.S.P.C.A. heard that all the local secretaries were ladies - they were usually more tender-hearted than men. Newmarket had no subscribers; there were a lot of wealthy people there, and they were generally very generous. The speaker referred to the common habit of stopping a tram a few yards before it would be stopped in the ordinary course, and said much unnecessary work was thus given to the horses. People who would be horrified at the idea of cruelty do this in order to save themselves walking a few yards.

1901 05 13

While playing about on East Road, Cambridge, a two-year-old child was knocked down by a tram horse and run over by the vehicles, sustaining such injuries that she succumbed shortly after. The tram driver said that when he first saw the child she was about a yard from his tram. He applied his brake immediately but it was impossible to stop the heavy car before reaching her. The wheel went over her thigh and she was fearfully mangled about her limbs and lower body

1901 07 13

What say the shareholders of the Cambridge Tramways Company to the advent of a new service of motor buses working only from Market Hill to the Station – a penny service running from 8.30am to 9.30 pm. I have been assured by one of the promoters that the first of a batch of six new motor ‘buses intended to be used on the new smooth road from the Post Office to the station will be tried in Cambridge within a month. It is certain such rivalry would destroy the present useful and satisfactory tram service – “A” CDN 1901 07 13

1902 01 24 c

An accident of somewhat curious character occurred in St Andrew’s Street, Cambridge. A butcher’s cart collided with a tram and the wheel of the cart went on to the platform of the tram. A mail van then collided with the tram and cart and for a while everything was in disorder. The vehicles were with difficulty separated without, fortunately, anyone being injured.

1902 07 09 c

At a sale at the Lion Hotel, Cambridge a terrace of three newly-erected villas upon the Cherryhinton Road was put up for auction. A hint was made about electric trams which it was hoped would shortly be in vogue and increase the value of such a property. At £1,125 the three villas were knocked down to Mr Goldsmith. Two dwelling houses in Catharine Street were sold for £160. The auctioneers stated they failed to see how such property could depreciate in value. Bidding for four cottages at Toft started at £7.10s. apiece and were eventually sold for £65

1902 09 03

At present owing to the long interval between the running of the trams thousands of people walk to and from Cambridge station who would gladly ride if they could do so without waiting longer than it would take to walk. Remarkable developments in electrical traction have been witnessed recently. The electric cars are speedy, clean and cheap but whether it would be possible to install in Cambridge a system of electric tramways depends upon a variety of considerations among which is the extreme narrowness of the streets and the appearance of wires to convey the current. The electric tram with its two minute service and low fares has improved conditions in London and it is to be hoped its advantages will be extended to Cambridge. CDN 1902 09 03

1902 09 16 c

Sir – Many people have felt genuine concern at the announcement that the Cambridge Omnibus Company is to be “wound up”. Huntingdon Road, Old and New Chesterton, Mill Road and the rapidly growing suburb of New Cherryhinton have all benefited by its service. It is regretted that in spite of the hundred the Company has conveyed daily, the venture does not pay. Their difficulty is the Tram Company’s opportunity and they should arrange for a good suburban service of ‘buses to run in conjunction with their cars – New Cherryhinton

1902 10 17

The manager of the Cambridge Tramways Company was summoned for damaging, injuring and spoiling the public convenience situated at Hyde Park Corner by scribbling on the woodwork with a pencil, thereby doing damage to the amount of 2s. After looking round to see if the custodian, Mr Thompson, was there he had scribbled "Thompson, old pig" on the woodwork.

1903 08 12

Tram fatality, p3

1903 09 02

Tramway & smallpox, p3

1903 11 06

Bus & tram, p4 *

1904 01 23

British Electric Traction abandon scheme, sell their tramways shares to Cambridge Electric Traction Syndicate public meeting debates proposed electrification of trams with lines to Chesterton, Romsey, Silver Street & along Backs, opposed due to overhead power lines & price, people would prefer motor buses [2.19, 3.2, 3.7 Sw.20]

1904 04 21

Cambridge Paving Committee received a memorial from a number of residents in the Hobson Street area calling attention to the present state of the carriage-way. They directed the Surveyor to report the cost of paving the street with wood blocks, together with the portion of St Andrew's Street from the tramway terminus. But Hobson Street was used by very few people; traffic was not half what it used to be and as the trams were likely to be electrified it would be better to wait. However a great amount of traffic came from Newmarket Road to the centre of town down King Street; very often there was a great block of traffic in Sussex Street because it was dangerous to go down Hobson Street where the pebbles were very uneven. Traffic went on dropping, and business went on dropping, simply because the street was so badly paved.

1904 09 15

A poorly-attended council meeting considered an offer from the Cambridge Electric Tramways Syndicate to electrify and extend the present tramway system. The overhead trolley system for running the cars would not to be employed in King's Parade without the consent of the council. But consultants say that the existing lines in Kings Parade should be abandoned & they cannot recommend new lines in the town centre because the narrowness of the streets would generate great opposition from residents. A new line should be laid in Silver Street but this is so narrow that the trams would take their turn with ordinary road traffic and keep to the left. There may be some objection to a track down Queen's Road which has the character of a boulevard but this would not be disturbed by the working of the tramways. The busiest section would be Hills Road where trams would run at about 2 ¾ minute intervals. 04 09 15

1904 09 29

Trams editorial, p3 *

1904 10 12

Trams alternative, p3

1904 10 15

The apathetic manner with which the Cambridge public have received the important decision of the council in regard to tramways does not display that healthy interest in matters municipal which ought to prevail. The terms upon which the streets should be handed over to a private traction company were settled without keen controversy and public excitement. They were passed by a 'holiday' council and

only one letter on the subject has since appeared in the press. This public indifference is difficult to explain. 1904 10 15

1904 11 09

Sir – while Cambridge is hesitating in what course should be adopted with regard to the tramway system two of the London bus companies have adopted motor traction. It is strange that after all the progress made by the petrol engine that one has adopted steam. The difficulties for a good petrol bus are many as frequent stopping and starting is required with much changing of gear. The steam bus has many advantages as any variation of speed is got by merely turning on more or less steam. Electric buses are out of the question as the batteries are too heavy and will only travel about 40 miles on one charge. The overhead electric trolley system disfigures the street by the overhead wires but can be relied upon and with ornamental trolley poles they do not look half as bad as it is made out – C. North, Cambridge. 04 11 09

1904 12 10

The latest development in street traction comes from Perth where the council is to experiment with a petrol motor tram car on the ordinary tram lines. This is the first such vehicle to be built in this country and great things are anticipated from it. It might be worth considering by the Cambridge Corporation along with another invention: a motor fire engine with a high-pressure pump equal to an ordinary London Brigade steamer that also carries a fire escape. Built by Messrs Merryweather is it specially valuable for areas where horses are not always immediately available for drawing a steam engine to a fire

1905 02 09

In the light of recent developments of the motor bus, Cambridge people must feel devoutly thankful for the failure of the proposed electric tramway scheme. When it was proposed we felt compelled to protest against the introduction of an ugly and cumbersome system, totally unfitted to our narrow and crowded streets. We advised the provision of 'motor buses and the gradual abolition of even those tramlines which exist at present. The great objection to the motor 'bus was that it was only in an experimental stage but now the London trials show they stand out as the road vehicle of the future. Railway companies are adopting them as 'feeders' instead of constructing additional branch lines or light railroads. We do not think anyone would seriously argue that an electric tram system would be preferable to an efficient motor 'bus service for Cambridge. 05 02 09

1905 02 16

Public interest in growing in the development of the motor omnibus service. The most recent improvements in construction largely obviate noise and other inconveniences. The cars travel smoothly, pick their way through traffic with ease and are amenable to all the controls essential in crowded streets. Unlike the tramways it involves no expense of electric installation, no overhead wires or underground conduit and may thread its way among vehicles of all sorts without led or hindrance. Village travellers may shortly see the carriers' carts which have laboured up the hill roads for generations replaced by a swift locomotion which will make the remotest hamlet seem no more than a suburb of the market town 05 02 16

1905 04 08

The Cambridge Motor Omnibus Company has been formed. It is nowadays essential for the business of the town to have a convenient and quick means of transit and the omnibuses will be appreciated by the public and become a source of income to the shareholders. With eight vehicles it will be quite easy to maintain a 15-minute service from Chesterton and the Huntingdon Road to the centre of town and a seven-minute service to the railway station. Should these prove successful it will be extended to outlying districts such as Newnham Croft and Cherry Hinton. There is little doubt that horse traction for omnibuses and tramcars will shortly be superseded by petrol and electricity. 05 04 08a

1905 04 17

The arrival of the motor buses does not appear to be disturbing the Cambridge Tramway Company who are about to introduce a better service on the Post Office – Station Road route by constructing an extra loop line. So many made bus rides ‘for the fun of the thing’ that the trams gave many on business bent their only opportunity for quicker transit to and from the station. The conditions will change when ‘abnormal’ passengers on the buses have been reduced and those whose object is facility in travelling and not amusement will have unrestricted access to the automobiles. 05 04 17a

1905 04 20

Cambridge Street Tramways Company have determined to improve their service by constructing an extra passing loop in St Andrew’s Street opposite Emmanuel College to enable them to double the number of trams on that route. But no cart would be able to pass if two trams were standing together and there was already a great deal of traffic at the dangerous corner with Downing Street. There was talk of some 20 motor ‘buses and if so it was unlikely whether any other traffic would venture in the streets at all 05 04 20c

1905 04 22

Not a week ago motor ‘buses commenced running in Cambridge and already there is a smart skit upon the horse trams on sale in the form of a picture postcard. The artist has used his talent to depict a tram, a woe-begone vehicle, harnessed to an antique horse which is fit only for the knacker’s yard. There is one solitary passenger. With humorous impertinence he has dubbed it “A bit of old Cambridge” 05 04 22d

1905 05 07

The motor ‘bus has now passed the experimental stage and is likely to supersede electric traction in towns such as Cambridge. ‘Motorbustle’ is the new word invented by a gentleman on Westminster Bridge. He was going to Peckham and a friend supposed he would travel by the electric tramcar. “No I am I in hurry, so I shall motorbustle” he said as he stepped into the ‘Times’ motor omnibus. It is a handy word expressive of the latest locomotion and the modern need for quick movement.

1905 07 25

A bus driver employed by the Cambridge Town and University Motor Omnibus Company was summoned after an accident with a tram. He had tried to overtake a trolley when one of his mudguards touched the tram’s front handrail. The collision caused the tram to leave the line and go to the other side of the road. He claimed he could have got through but the tram horse had become frightened at the noise of the bus and quickened its pace; he had seen the horse ‘dance about’ on several occasions. But magistrates said the bus driver had been too anxious to pass; the state of the roads necessitated the greatest care and patience. 05 07 25a

1905 09 19

Tram company a/m, p3

1905 10 23

Because a hundred years ago Horatio Nelson won the Battle of Trafalgar, the youths of Cambridge, University and town, united in a ‘rag’ in which the destruction of property was a necessary element. Two constables were mauled by the mob, one at the Parsonage Street fire and the other at the Park Parade fire, but are little the worse for the rough handling they received. A tram was stormed by a large number of undergraduates; dozens of them clambered on to the vehicle until it was a black mass of struggling beings. But despite the heavy load the horse managed to crawl along. 05 10 23b-c

1906 02 22

In 1901 an agreement was made with Emmanuel College for the closing of Emmanuel Street and the opening of a new one nearer Christ’s Lane. It had been needed when electric trams were being planned to remedy a dangerous corner with St Andrew’s Street – but there would be a more dangerous corner to the proposed new street. Now some councillors called for the agreement to be cancelled.

However the council had entered a binding contract and they were honour-bound to carry it out.06 02 22a,b,c

1906 03 03

Trams, p4

1906 04 07

The motor omnibus has now had a fair trial on the streets of London and has shown its worth despite more vibration, noise and smell than the electric tramcar. It is quicker and subject to less obstruction than a vehicle on rails. The liability to fire, the unpleasant smell and noise are receiving the attention of engineers and the future prospect is that the 'Mobus' will become assistants and feeders to all classes of rail vehicles. 06 05 07a

1906 09 20

Trams v buses, p3

1906 10 20

A remarkable event happened in Cambridge the other day. Put on its mettle, no doubt, by the performance of the motor 'buses, a tram horse, determined to show that it could go, and ran away at quite a terrifying pace along King's Parade. The petrol 'buses will have to look to their laurels when acetylene horses begin to show their true powers like this. 06 10 20

1907 02 16

When the hook attaching a horse to one of the Cambridge tram cars broke the animal dashed down the street at a furious pace, leaving the tram in the road. The horse, frightened by the clanking iron it was dragging, escaped a collision with a cart coming in the opposite direction, Near Sidney College it fell and before it could resume its career a scavenger had it in his grip and its period of liberty was at an end. No damage was done to anything except the prestige of the Tram Company. 07 02 16b

1907 05 03

Trinity Hall undergraduates have subscribed £6 3s. towards the fund for repairing the damage done to Mr Glasscock's cab on the night of the visit of Kier Hardy to Cambridge. It was smashed beyond repair but as vehicle was not covered by the Riot Damages Act he had no compensation for the loss sustained. At the commencement of term the News published the facts, calling the attention of undergraduates to the heavy loss they had caused and inviting them to put the matter right. 07 05 03

1908 01 10

Josiah Chater came to Cambridge in 1843 as a clerk to Mr W. Eaden Lilley and commenced business as an accountant in 1850. He was a Director of the Cambridge Permanent Building Society and General Cemetery Company and secretary of the YMCA and Cambridge Street Tramways Company. He was one of the best-known and most-respected men in town. 08 01 10d

1908 02 15

'Honest John' Burford embarked in the business of manufacturing perambulators and hard cash rolled into keep him in comfort. After he retired from the profitable premises in Trumpington Street his energy demanded an outlet which it found in public work. He was a Guardian of the Poor, Town Councillor, a keen supporter of Temperance, Sturton Town Liberals and the Salvation Army. But his chief hobby was the Cambridge Tramways Company; no company ever had a more devoted Director who worked hard for the dividends of the shareholder. Cambridge is the poorer because of his death but richer because of his life, said the Mayor. 08 02 15 & a & b

1908 09 18

One of the Cambridge Street Tramways Company's horses was injured in an accident. Walter Morley was driving towards the station when his horse fell down and swerved across the road. At the same

time Robert Surtees was approaching in his motor car (no.Y826). He was unable to pull his car up successfully and inflicted a cut on the near side eye of the animal CWN 08 09 18 p5

1908 09 25

Cambridge Street Tramways' income from fares was down because of the competition from motor buses. If they had more passing places they could increase the number of trams. But the Corporation refused on the ground of excessive traffic and then granted four more licences to run great, unwieldy motor buses up and down the streets. But unlike their competitors the trams had to pay £325 a year towards the upkeep of the roads. CWN 08 09 25 p3

1909 07 10

Completion of tram stop in St Andrews Street blocks traffic [3.9]

1910

1912 09 27

Tramways Company complain at costs of maintaining track, defaults on payments to Council for maintenance of roads [Sw.23] – 12 09 27h

1913 03 07

Street Tramways meeting – decline 13 03 07 p9 CIP

1913 03 14

Lacons brewers applied for the renewal of the licence for the Turnstile on East Road. This was a small cottage before it became a licensed house. It had been in the same family for over 40 years and the tenant, James Hobbs was anxious to continue. The pub was near the tram terminus and when people were waiting for the trams they did so in his house. He got a good lot of customers and sold a good deal of wine. 13 03 14 p8 CIP

1913 05 16

Council – tramways closure foreshadowed

1913 09 05

Cambridge Street Tramways Company has reported a loss of revenue. The reason is obvious: it is the terribly slow rate at which the trams travel - it is almost as quick to walk. Horse trams were all right years ago when there were no motor buses, but their day has long past. London has a new tram with a petrol-driven engine under the stairs connected with a dynamo which drives an electric motor. Its acceleration is slower and it cannot pull up so quickly but this would not concern us here in Cambridge. 13 09 05 p4 CIP

1913 09 26

Cambridge Street Tramways Company owed a considerable amount to the Council for the repair of the road. It was a large amount and was rising week by week. The only thing was to present a petition to wind-up the company 13 09 26 p7 CIP

1913 10 24

Cambridge Tramways future – long report 13 10 24 p10 CIP

1913 12 19

The existing horse tram service was absolutely obsolete and should be wound up, councillors were told. Under the Cambridge Tramways Act of 1879 the Corporation had laid out the roads with the tracks and expected to recover £325 a year from the Company. But they now had no money to pay and no balance in hand. The cost of taking up the rails and making good the road would not be less than £2,550. (Sensation). From this was to be deducted about £750, the value of the rails. But the

moment the rails were up the road would become a main road and the County would have to pay for its maintenance. 13 12 19 p7 CIP

1914 01 09

Tramway Company's Stern Struggle.—When the Cambridge horse trams cease to run not a few of the town and county will lament the closing down of a Company which has for over 20 years struggled hard against overpowering opposition to maintain a service of conveyance. None will deny that the horse-drawn tram today is as out-of-date as it is rare, but it is well to recollect that at the time of their introduction they were hailed as a "boon and a blessing" by all classes. Despite keen competition - they have seen the decease of three horse bus companies and one motor bus company - the Transport Co. have managed to survive until now and the management for 34 years have carried out their by no means easy task with commendable consideration for the interests of the shareholders and the convenience of the general public 14 01 09 CIPof

1914 02 06

Trams winding up petition granted – increasing number of motor buses hit passenger numbers, cost of maintaining roads – 14 02 06m, n

1914 02 13

Effects to be Sold. Within a week, the street tramway cars which had been a feature of Cambridge for 30 years will have ceased to run. Auctioneers have received instructions from the Official Receiver to sell the whole of the effects of the Cambridge Street Tramways Company, which has been compulsorily wound up on the application of the Cambridge Corporation. The sale will take place at the Company's headquarters, East Road, at noon on Friday next. On inquiry yesterday a Press representative was informed that the date on which the trams will cease to run will be announced within a few days, but it is probable that Wednesday next will be the last day of running. The effects for sale include 24 draught horses, 8 tramway cars (4ft. gauge), including six-double-deck cars to carry 18 persons inside, and 22 to 25 outside, two single-deck cars to carry 18 persons inside, 10 sets of harness, a Crossley 2 h.p. engine and oat-crushing machines etc. 14 02 13 CIPof

1914 02 13

David Reader is one of the oldest servants of the Cambridge Street Tramways Company by whom he has been employed since 1888 until recently, when ill-health compelled him to relinquish his duties. Prior to coming to Cambridge he drove horse trams in London between Stamford Hill and Holborn. Only one driver has served the Company longer, Mr E. Skinner. Another old servant is Harry Willis, the horse keeper 14 02 13

1914 02 18

Cambridge Street Tramways Company go into liquidation, last trams have notices urging people to let their children ride so they would remember them; last journey 18th February, undergraduates in mourning attire escort last tram to depot chanting funeral dirge; stock sold by auction, trams £10 each [3.4, 3.5,6.1]

Mr Ben Sharpe, who drove the last Cambridge horse tram, has died aged 86. It was on 18th February 1914 that he took a single-decker tram on its last ceremonial journey from its East Road depot to King's Parade. Within the year public transport was motorised and most of the men who had manned the horse trams were in France with the British Expeditionary Force. Mr Sharp served with the Cambridgeshire Regiment and was both wounded and gassed. Afterwards he worked for the Ortona Omnibus Company and later Eastern National operating between Cambridge and Bedford. 81 07 20

1914 02 20

The end of the trams – 14 02 20, 14 02 20c-e [see Memories 24 February 2014]

1914 02 27

Sale of tram cars – 14 02 27d

1914 02 27

Tram Company staff photo - 14 02 27j

1914 03 20

The Official Receiver's report on the Cambridge Street Tramways Company shows they were obliged to repair and maintain the road where the tramways were laid. In 1892 the Council had agreed to do this on payment of £367 per annum. But the company failed to pay in 1912 claiming their receipts had been greatly reduced by the motor omnibuses the council had licensed. They'd also prevented them employing mechanical traction in place of horses. 14 03 20i

1914 04 03

Tramways Company winding up meeting of contributors – 14 04 03e

1914 06 26

Tram lines removal p7

1914 12 18

Tramways end litigation 14 12 18

1915 03 20

Tram lines removed from junction East Road/Mill Road, granite setts replaced with Macadam surface [49.62.1.9]

1915 04 23

Tramways Company proceedings completed, assets paid Corporation; value of rails £2,316 but considerable cost making good roads 15 04 23 p4

1918 05 29

Tram line removal necessary as were becoming dangerous except in King's Parade and past the side of Gt St Mary's – 18 05 29a

1920

1923 11 19

The Cambridge undergraduates have once more been the source of innocent amusement. The "rag" consisted in the purchase of one of the old 4- wheeled tram cars that used in bygone days to be both a convenience and an adornment to the streets of Cambridge. On Saturday when it was expected that the tram would be towed in state through Cambridge streets the authorities were alarmed by the appearance of numbers undergraduates outside the yard where the tram was stored. At this moment another tram made its appearance, a tram of Lilliputian dimensions, towed with steady ropes by a happy band of undergraduates. The miniature car was solemnly dragged into the centre of town and along old tram lines, which have for many years or so useless a feature in King's Parade 23 11 19

1924 01 22

Councillor Gentle raised the question of the removal of the tram rails along King's Parade and Trumpington Street, Cambridge. He had had complaints, and their removal would give employment. Alderman Stanley said that if one was cycling along the Parade the rails made it most dangerous. The reason they were not taken up was because King's Parade was a new round, and it would be a waste of money to do it now. They desired to wait until the road needed substantial repair and then do the work 24 01 22

1927 10 22

Last stretch of tram lines removed from St Mary's Street [3.6]

1930 05 03

Tram photo, p8

1931 03 20

Tram lines, p9

1933 11 08

Old Cambridge tram photo – 33 11 08

1937 08 27

Drivers and staff of Street Tramway Company – photo – 37 08 27

1957 01 19

Trams memories – sold by Gray, picture by J.W. Rignall - 57 01 19

1961 07 18

Haddenham Bowls Club, believed to be the first in the Isle of Ely, celebrated their Diamond Jubilee with a match against the County Bowling Association's Executive. Founded in 1911, their first pavilion was an old Cambridge tram. Today they have facilities which would do justice to many larger clubs. They have provided several county players and represented Cambridgeshire in the National Championships 61 07 18

1964 02 21

Cambridge tram history by Robin Cox – 64 02 21a

1980 10 23

Celebrate centenary of trams - little attention [7.2]

1981 07 20

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